

EXHIBIT 1

JOHN P. ALLEN

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STATE OF FLORIDA)

)

COUNTY OF NASSAU)

AFFIDAVIT OF JOHN P. ALLEN

I, John P. Allen, being first duly sworn, do hereby depose and state that I am an Airspace Consultant in private practice, with offices at 905 S. 8th Street, Fernandina Beach, Florida. My qualifications are a matter of record with the Federal Aviation Administration (FAA) and the Federal Communications Commission (FCC). A brief resume is attached hereto as "Attachment A."

I have been retained by El Dorado Communications, Inc. ("El Dorado") to conduct an independent aeronautical evaluation of Tichenor License Corporation's proposed relocation of Radio Station KOVA(FM) to Channel 285C3 at Missouri City, Texas. Specifically, I was requested by El Dorado to determine whether the proposed allocation would comply with the FAA's stated criteria for electromagnetic interference to their existing, as well as planned navigational facilities.

My independent electromagnetic interference evaluation was conducted with the FAA's Airspace Analysis Model, version 4.21, as supplied by the FAA's Spectrum Engineering Branch ASM-500. The initial evaluation was conducted on the allotment reference site as specified in the Area to Locate Channel 285C3 Chart, prepared by du Treil, Lundin and Rackley, Inc. Sarasota, Florida. The allotment reference site is specified at Coordinates: Latitude 29-33-11 North - Longitude 95-26-35 West. The FAA's Airspace Model detected potential intermodulation interference for four existing localizer navigational facilities. See Attachment "B."

Additional evaluations were conducted using hypothetical sites approximately six miles north of the allotment site (Coordinates: Latitude 29-39-11 North - Longitude 95-26-35 West), approximately six miles east of the allotment site (Coordinates: Latitude 29-33-11 North - Longitude 95-20-36 West) and approximately six miles south of the allotment site (Coordinates: Latitude 29-27-11 North - Longitude 95-26-35 West). The FAA's Airspace Model detected potential intermodulation for the same four localizer facilities and additional potential intermodulation to a fifth localizer facility. See Attachment "C", "D", & "E." Further analysis outside of the hypothetical

already selected, in my opinion would not dramatically change the identified potential interference.

Analysis was also conducted on the existing transmitter site for KOVA(FM) to determine if any potential interference would be detected by the FAA's Airspace Model. The Airspace Model did detect potential intermodulation interference with one localizer frequency and it consisted of 649 points.

The FAA's position as far as my experience in dealing with this subject matter, is for any proposed move of an existing transmitter facility, the potential interference (brute force and/or intermodulation) must not exceed the existing station or be less than the existing station. My analysis of the aforementioned sites indicates that the potential interference would be significantly greater than the existing facility. See Attachment "F." It is extremely unlikely the FAA would grant a waiver or a conditional determination to allow operation at any of the sites.

The proposed rule making also includes a new proposal to allocate Channel 285A to Reeves, LA. An electromagnetic interference evaluation was conducted at the proposed reference

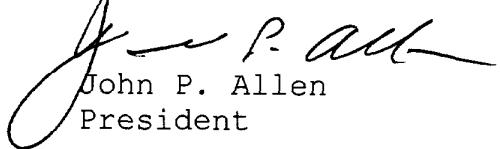
site for the new allocation to determine whether or not the FAA would object to the new channel. My evaluation disclosed that no new interference would be created by the requested allocation to Reeves, LA. See Attachment "G."

In addition to an electromagnetic interference evaluation, the FAA will also conduct an aeronautical evaluation to determine whether or not the proposed structure would exceed the standards of FAR Part 77, Subpart C and warrant a Determination of Hazard. The allocation site is located approximately 1.39 nautical miles from the Flying B public use airport. Any proposed height above 270 feet AMSL would exceed the standards of Part 77 Subpart C. The FAA would presume this proposal to be a Hazard to Air Navigation, until they completed their aeronautical evaluation, including circularizing this proposal to the aeronautical community for their comments. To avoid exceeding the standards of Part 77, the proposed antenna tower would have to be located north clockwise through east. Moving south, the proposal would be restricted in height based upon existing standard instrument approach procedures serving the Houston Southwest Airport.

In conclusion, it is my professional opinion that the FAA would object to this proposal for Channel 285C3 at Missouri City

Texas, based upon potential electromagnetic interference to existing navigational facilities.

Respectfully submitted,


John P. Allen
President

Subscribed and sworn to before me, the undersigned Notary Public, this 22nd day of June 1999, by the within-named John P. Allen, well known to me to be the person executing this document.

Mary C. Lowe
Notary Public

My Commission Expires:



Mary C. Lowe
MY COMMISSION # CC496988 EXPIRES
October 23, 1999
POWERFUL THRU TRUST INSURANCE, INC.

"ATTACHMENT A"

ABOUT JOHN P. ALLEN

PROFESSIONAL EXPERIENCE:

Airspace Consultant 1981-Present: Conducts aeronautical evaluations for proposed construction or alteration of structures; files appropriate forms with the Federal Aviation Administration; amends aeronautical surfaces when required; conducts negotiations and provides testimony on behalf of sponsors with FAA, FCC or local governmental bodies concerning technical matters relating to Aviation Safety.

FAA Air Traffic Controller 1968 to 1981

U. S. Air Force Air Traffic Controller 1964 to 1968

PROFESSIONAL ACTIVITIES:

Representative to the National Transportation Safety Board as an expert in air traffic control 1975 to 1977

Chairman of the Facility Air Traffic Technical Advisory Committee 1977

Representative to the National Aviation Safety Council 1977 to 1981

Member of the Society of Broadcast Engineers

Member of the Fernandina Beach Airport Advisory Commission

Associate Membership:

Association of Federal Communication Consulting Engineers

National Association of Broadcasters

EDUCATION:

Bachelor of Science Degree. Management/Small Business Administration 1977, Jones College, Jacksonville, Florida

Professional certification Air Traffic Controller

ATTACHMENT B-1

FILE: D:\AAM\DATA\RFI.PRT CASE: RT PRINT DATE: 06-19-1999 10:38:28

Airspace case #: 99-JPA-061999
 Date: 061999
 AAM Version 4.21, 051094
 Navaid Identifier: OIB
 Navaid Frequency (MHz): 109.90

Site: ALLOTMENT

Navaid Latitude: 29. 38 14
 Navaid Longitude: 95. 17 15

Runway Heading (True): 224.0
 Runway Elevation (Ft. MSL): 49.
 Runway Length (Ft): 7602.

Prop Stat	ID	Call	Freq (MHz)	Latitude	Longitude	ERP (Kw)	Height (MSL)	Range (NM)	Radial (True)	Lic Stat
1	K201		88.10	29. 19 28	94. 47 8	.010	312.	32.24	305.60	C
2	KFTG		88.10	29. 40 2	95. 9 17	.440	131.	7.15	255.43	L
3	KUHF		88.70	29. 34 25	95. 28 31	100.000	787.	10.51	68.71	L
4	KUHF		88.70	29. 34 27	95. 29 37	100.000	1785.	11.40	70.62	C
5	KUHF		88.70	29. 34 28	95. 29 37	100.000	1749.	11.39	70.69	L
6	KSBJ		89.30	30. 12 26	95. 5 28	100.000	938.	35.69	196.63	L
7	K208		89.50	29. 18 18	94. 47 20	.250	223.	32.80	307.43	C
8	KACC		89.70	29. 24 1	95. 12 13	5.600	358.	14.88	342.88	L
9	KPFT		90.10	29. 53 14	95. 31 22	100.000	764.	19.37	140.75	A
10	KPFT		90.10	29. 53 14	95. 31 22	28.000	764.	19.37	140.75	L
11	KJIC		90.50	29. 17 56	95. 14 11	6.000	620.	20.47	352.51	L
12	KTSU		90.90	29. 43 25	95. 21 52	18.500	318.	6.55	142.27	L
13	K216		91.10	29. 23 45	94. 44 10	.140	449.	32.23	296.71	L
14	NEW-		91.30	29. 32 26	95. 1 17	.183	190.	15.05	292.67	A
15	KTRU		91.70	30. 3 54	95. 16 10	50.000	574.	25.68	182.10	L
16	KRTS		92.10	29. 16 33	95. 22 45	100.000	1001.	22.21	12.45	C
17	KRTS		92.10	29. 16 33	95. 22 45	50.000	1001.	22.21	12.45	L
18	KKBQ		92.90	29. 34 34	95. 30 36	9.000	1148.	12.17	72.47	L
19	KKBQ		92.90	29. 34 34	95. 30 36	97.000	1985.	12.17	72.47	L
20	KOVE		93.30	30. 3 5	94. 31 37	97.000	1998.	46.74	237.88	L
21	KKRW		93.70	29. 34 27	95. 29 37	100.000	1785.	11.40	70.62	L
22	KLDE		94.50	29. 34 34	95. 30 36	95.000	1985.	12.17	72.47	L
23	KLDE		94.50	29. 45 32	95. 22 3	78.000	843.	8.41	150.27	L
24	KIKK		95.70	29. 34 34	95. 30 36	7.500	1175.	12.17	72.47	L
25	KIKK		95.70	29. 34 34	95. 30 36	95.000	1985.	12.17	72.47	L
26	KIKK		95.70	29. 44 56	95. 28 55	19.000	725.	12.15	123.47	L
27	KHMX		96.50	29. 34 34	95. 30 36	97.000	1985.	12.17	72.47	L
28	KKTL		97.10	30. 13 53	95. 7 26	.800	1601.	36.65	193.42	L
29	K247		97.30	29. 19 28	94. 47 8	.180	377.	32.24	305.60	L
30	KBXX		97.90	29. 34 34	95. 30 36	7.000	1073.	12.17	72.47	L
31	KBXX		97.90	29. 34 34	95. 30 36	95.000	1985.	12.17	72.47	L
32	KTJM		98.50	30. 3 5	94. 31 37	100.000	1998.	46.74	237.88	L
33	KODA		99.10	29. 34 34	95. 30 36	95.000	1985.	12.17	72.47	L
34	KODA		99.10	29. 45 32	95. 22 3	72.000	843.	8.41	150.27	L

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35	K259	99.70	29.	37	23	95.	33	7	.125	531.	13.82	86.47	L	
36	KSHN	99.90	30.	3	5	94.	31	37	26.000	725.	46.74	237.88	L	
37	KILT	100.30	29.	34	34	95.	30	36	95.000	1985.	12.17	72.47	L	
38	KRTX	100.70	30.	3	5	94.	31	37	100.000	1998.	46.74	237.88	L	
39	KLOL	101.10	29.	34	34	95.	30	36	7.000	1119.	12.17	72.47	L	
40	KLOL	101.10	29.	34	34	95.	30	36	95.000	1985.	12.17	72.47	L	
41	KMJQ	102.10	29.	34	27	95.	29	37	100.000	1785.	11.40	70.62	L	
42	KMJQ	102.10	29.	43	26	95.	26	27	3.200	374.	9.54	123.05	L	
43	KMJQ	102.10	29.	45	32	95.	22	3	13.000	837.	8.41	150.27	L	
44	KLTN	102.90	29.	45	26	95.	20	18	100.000	1024.	7.67	159.80	L	
45	KRBE	104.10	29.	34	34	95.	30	36	7.400	1093.	12.17	72.47	L	
46	KRBE	104.10	29.	34	34	95.	30	36	95.000	1985.	12.17	72.47	L	
*	47	KOVA	104.90	29.	33	11	95.	26	35	25.000	420.	9.56	58.11	P
48	KLTO	104.90	29.	23	45	94.	44	10	1.900	404.	32.23	296.71	L	
49	KOVA	104.90	29.	39	54	95.	45	28	2.550	433.	24.58	93.89	L	
50	K285	104.90	29.	45	30	95.	22	3	.052	1050.	8.38	150.15	C	
51	K285	104.90	29.	54	22	95.	31	25	.060	413.	20.29	142.68	L	
52	KHCB	105.70	29.	34	6	95.	29	57	100.000	1677.	11.79	69.48	L	
53	KQQK	106.50	29.	18	0	95.	6	40	100.000	1342.	22.23	335.52	L	
54	KKHT	106.90	30.	13	53	95.	7	26	100.000	1998.	36.65	193.42	L	
55	KTBZ	107.50	29.	17	16	95.	13	53	95.000	1982.	21.17	352.04	L	
56	KXTJ	107.90	30.	3	5	94.	31	37	100.000	1854.	46.74	237.88	L	
57	KXTJ	107.90	30.	7	17	94.	40	17	100.000	2005.	43.26	227.81	A	
58	VEFD	109.40	29.	36	15	95.	10	15	.050	49.	6.40	288.05	V	
59	VVUH	113.00	29.	16	9	94.	52	4	.150	26.	31.12	315.20	V	
60	VMHF	113.60	29.	32	47	94.	44	51	.150	29.	28.70	280.95	V	
61	VIAH	116.60	29.	57	25	95.	20	45	.150	361.	19.42	171.00	V	
62	VHUB	117.60	29.	39	1	95.	16	44	.150	85.	.90	209.81	V	

Interference thresholds are computed using the following:

Type of navaid antenna: 8 Element LPD 17 dB Gain
Type of service volume: U. S. Standard

Listing of A2/B2 Evaluations

Freq (MHz)	ID	Call	Offset (MHz)	#Pts
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No A2/B2 points found.

Listing of 2-signal intermodulation (B1) combinations

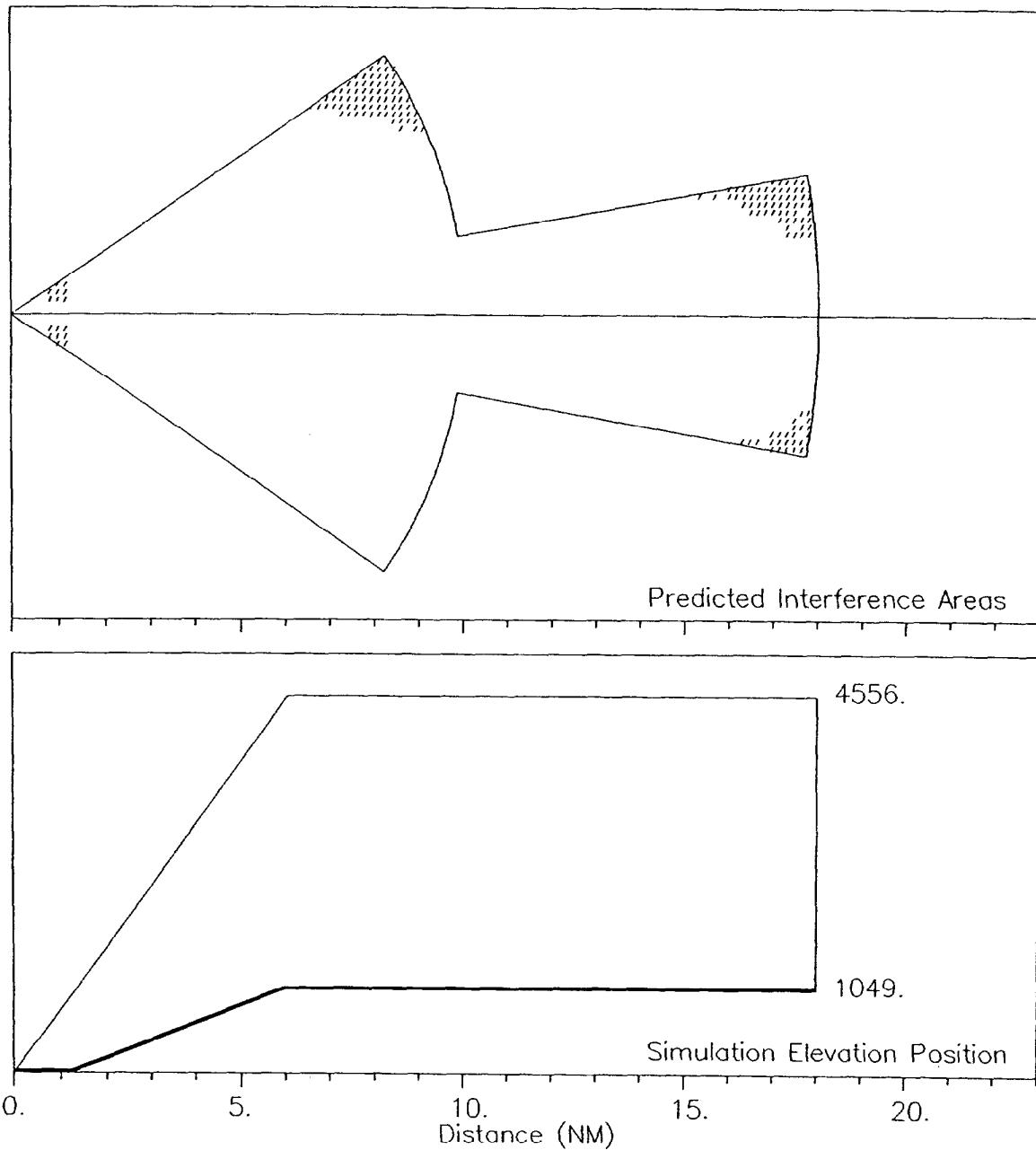
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Freq 1 (MHz)	ID	Call	Freq 2 (MHz)	ID	Call	I Mod (MHz)	Offset (KHz)	#Pts
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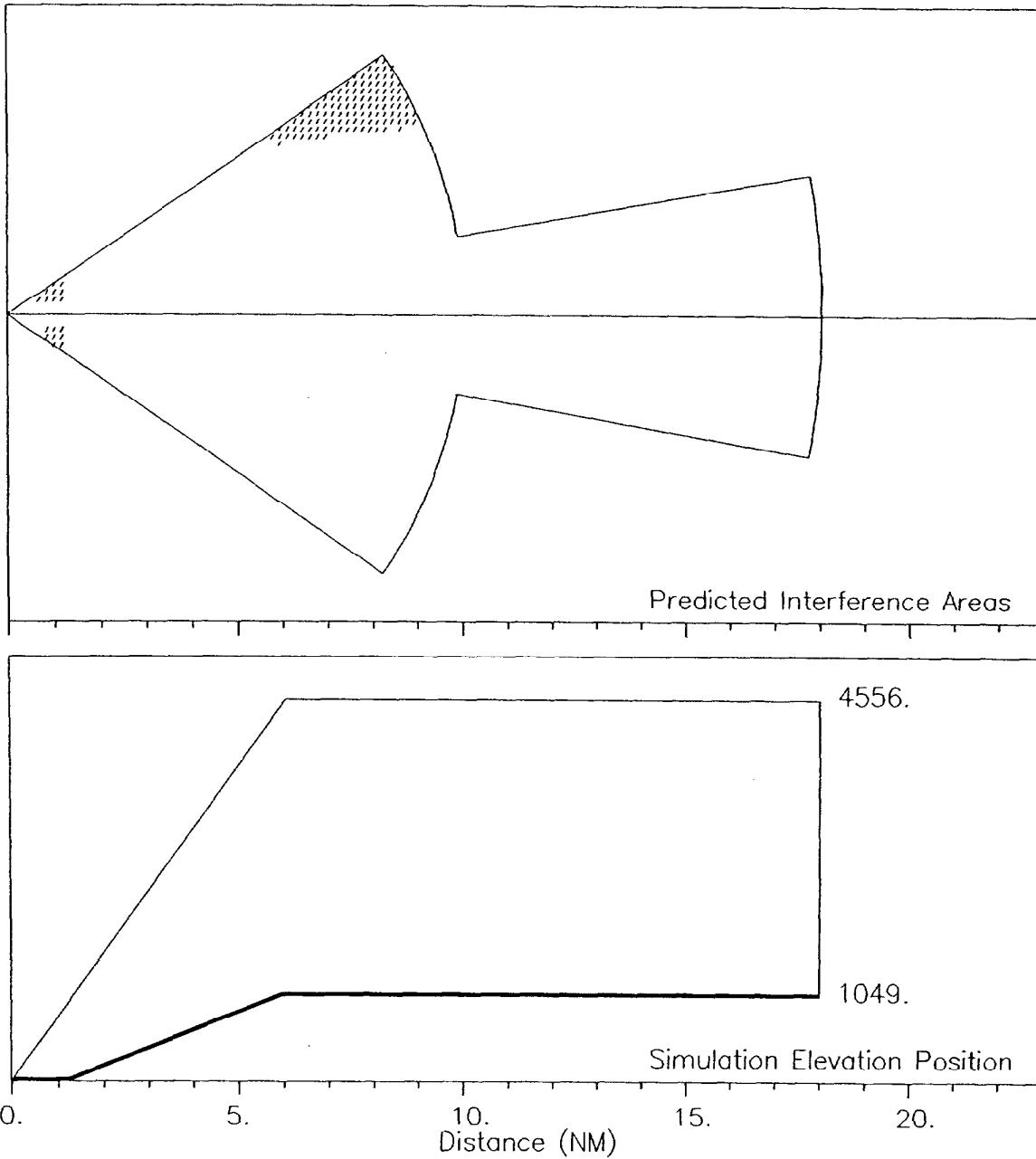
No 2-signal intermodulation interference found.

Listing of 3-signal intermodulation (B1) combinations

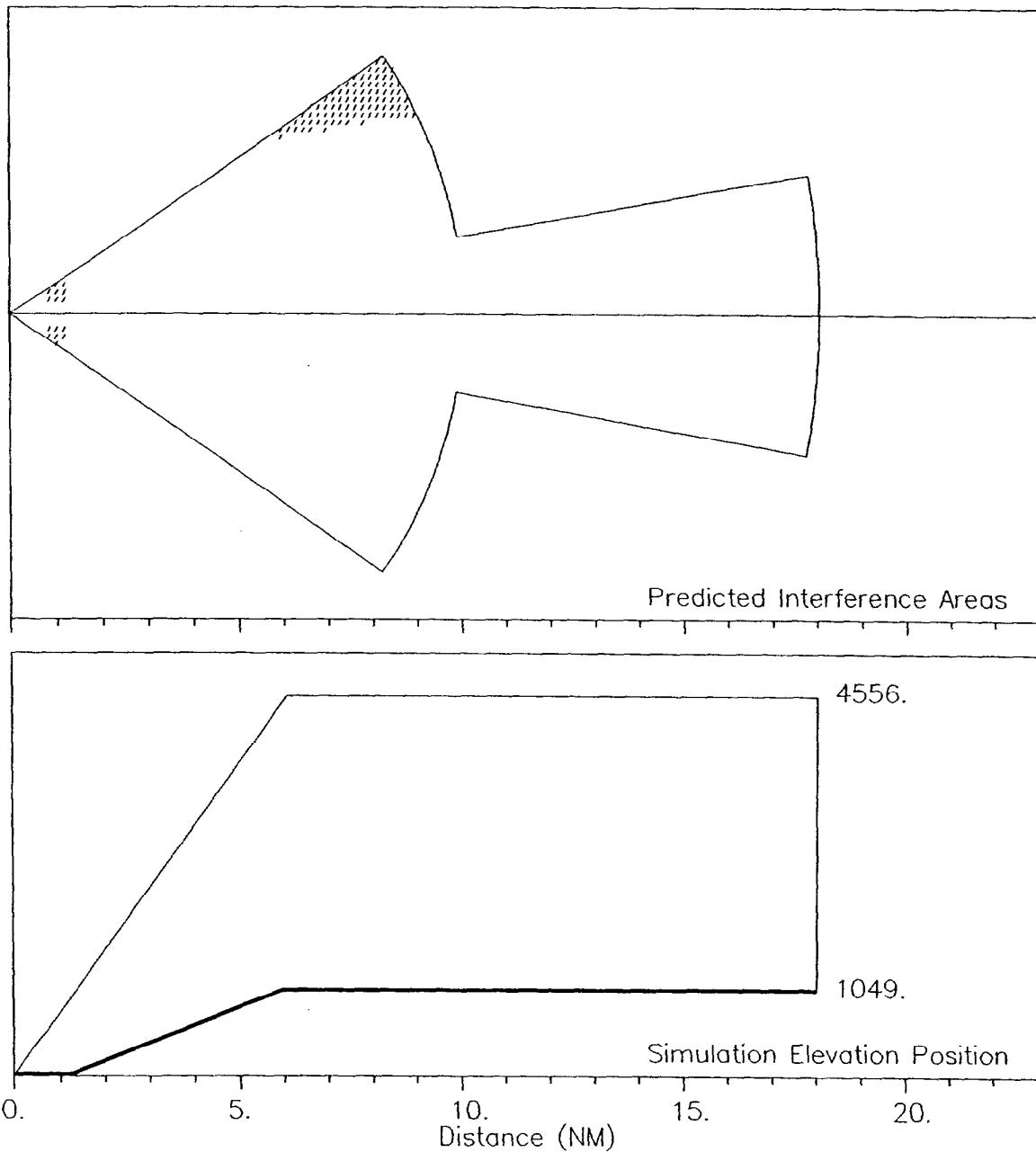
Freq 1 (MHz)	ID	Call	Freq 2 (MHz)	ID	Call	Freq 3 (MHz)	ID	Call	I Mod (MHz)	Offset (KHz)	#Pts
107.90(57)	KXTJ		106.90(54)	KKHT		104.90(47)	KOVA		109.90	0	177
107.90(57)	KXTJ		104.90(47)	KOVA		102.90(44)	KLTN		109.90	0	131
107.90(56)	KXTJ		106.90(54)	KKHT		104.90(47)	KOVA		109.90	0	93
107.90(56)	KXTJ		104.90(47)	KOVA		102.90(44)	KLTN		109.90	0	103



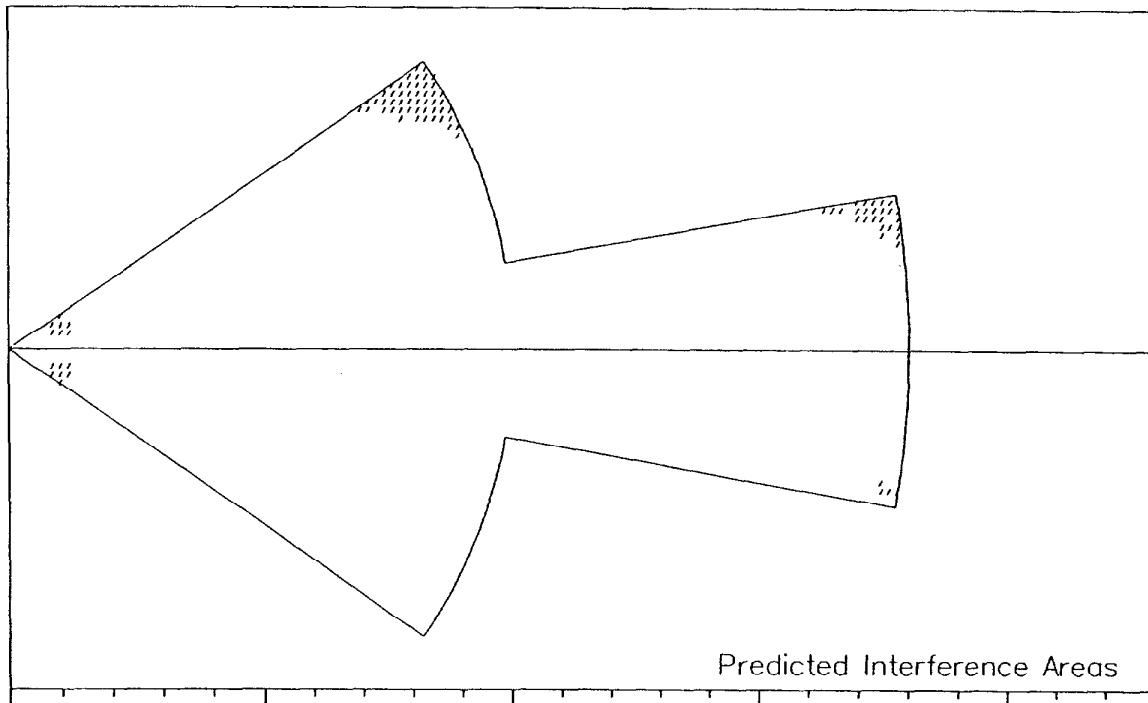
Airspace case #: 99-JPA-061999 Site: ALLOTMENT
 Date: 061999 Plot filename: 1L_1I_1B.plt
 Intermod (B1) plot: KXTJ (57), KKHT (54), & KOVA (47)
 Frequencies: KXTJ = 107.90 MHz KKHT = 106.90 MHz KOVA = 104.90 MHz
 Navaid: OIB Frequency: 109.90 MHz Elevation (ft MSL): 49.
 Runway heading: 224.0
 Grid orientation: Bottom of service volume



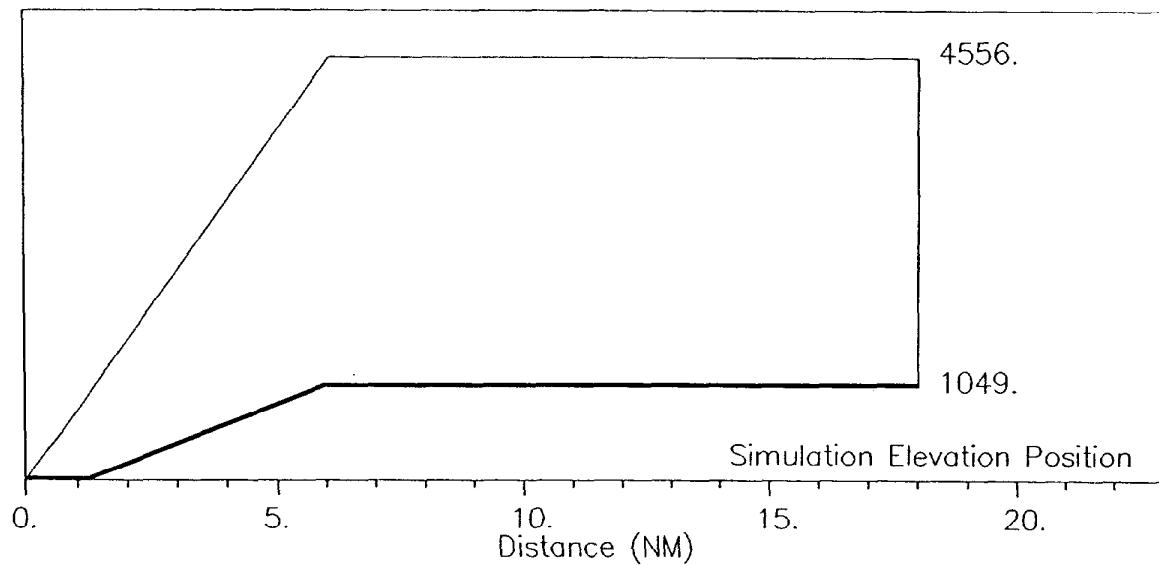
Airspace case #: 99-JPA-061999 Site: ALLOTMENT
 Date: 061999 Plot filename: 1L_1B_18.plt
 Intermod (B1) plot: KXTJ (57), KOVA (47), & KLTN (44)
 Frequencies: KXTJ = 107.90 MHz KOVA = 104.90 MHz KLTN = 102.90 MHz
 Navaid: OIB Frequency: 109.90 MHz Elevation (ft MSL): 49.
 Runway heading: 224.0
 Grid orientation: Bottom of service volume



Airspace case #: 99-JPA-061999 Site: ALLOTMENT
 Date: 061999 Plot filename: 1K_1B_18.plt
 Intermod (B1) plot: KXTJ (56), KOVA (47), & KLTN (44)
 Frequencies: KXTJ = 107.90 MHz KOVA = 104.90 MHz KLTN = 102.90 MHz
 Navaid: OIB Frequency: 109.90 MHz Elevation (ft MSL): 49.
 Runway heading: 224.0
 Grid orientation: Bottom of service volume



Predicted Interference Areas



Simulation Elevation Position

Airspace case #: 99-JPA-061999 Site: ALLOTMENT
Date: 061999 Plot filename: 1K_1I_1B.plt
Intermod (B1) plot: KXTJ (.56), KKHT (54), & KOVA (47)
Frequencies: KXTJ = 107.90 MHz KKHT = 106.90 MHz KOVA = 104.90 MHz
Navaid: OIB Frequency: 109.90 MHz Elevation (ft MSL): 49.
Runway heading: 224.0
Grid orientation: Bottom of service volume

ATTACHMENT B-2

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Airspace case #: 99-JPA-061999

Site: ALLOTMENT

Date: 061999

AAM Version 4.21, 051094

Navaid Identifier: LBX

Navaid Frequency (MHz): 109.10

Navaid Latitude: 29. 5 50

Navaid Longitude: 95. 27 44

Runway Heading (True): 180.0

Runway Elevation (Ft. MSL): 23.

Runway Length (Ft): 7000.

Prop Stat	ID Call	Freq (MHz)	Latitude	Longitude	ERP (Kw)	Height (MSL)	Range (NM)	Radial (True)	Lic Stat
1	NEW-	88.10	28. 58 42	95. 18 42	.050	203.	10.64	312.09	A
2	K201	88.10	29. 19 28	94. 47 8	.010	312.	37.97	248.96	C
3	KFTG	88.10	29. 40 2	95. 9 17	.440	131.	37.79	205.18	L
4	KUHF	88.70	29. 34 25	95. 28 31	100.000	787.	28.59	178.63	L
5	KUHF	88.70	29. 34 27	95. 29 37	100.000	1785.	28.66	176.72	C
6	KUHF	88.70	29. 34 28	95. 29 37	100.000	1749.	28.68	176.72	L
7	NEWx	89.50	29. 0 4	95. 58 38	15.000	456.	27.62	77.95	A
8	NEWx	89.50	29. 0 4	95. 58 38	22.000	367.	27.62	77.95	A
9	K208	89.50	29. 18 18	94. 47 20	.250	223.	37.40	250.53	C
10	KACC	89.70	29. 24 1	95. 12 13	5.600	358.	22.67	216.67	L
11	KPFT	90.10	29. 53 14	95. 31 22	100.000	764.	47.51	176.18	A
12	KPFT	90.10	29. 53 14	95. 31 22	28.000	764.	47.51	176.18	L
13	KJIC	90.50	29. 17 56	95. 14 11	6.000	620.	16.92	224.35	L
14	KTSU	90.90	29. 43 25	95. 21 52	18.500	318.	37.93	187.74	L
15	K216	91.10	29. 2 37	95. 20 11	.130	459.	7.34	295.99	L
16	KYBJ	91.10	29. 2 37	95. 20 11	5.000	459.	7.34	295.99	L
17	NEW-	91.30	29. 32 26	95. 1 17	.183	190.	35.21	220.92	A
18	KRTS	92.10	29. 16 33	95. 22 45	100.000	1001.	11.57	202.10	C
19	KRTS	92.10	29. 16 33	95. 22 45	50.000	1001.	11.57	202.10	L
20	KKBQ	92.90	29. 34 34	95. 30 36	9.000	1148.	28.84	175.03	L
21	KKBQ	92.90	29. 34 34	95. 30 36	97.000	1985.	28.84	175.03	L
22	KKRW	93.70	29. 34 27	95. 29 37	100.000	1785.	28.66	176.72	L
23	KLDE	94.50	29. 34 34	95. 30 36	95.000	1985.	28.84	175.03	L
24	KLDE	94.50	29. 45 32	95. 22 3	78.000	843.	40.01	187.11	L
25	KIKK	95.70	29. 34 34	95. 30 36	7.500	1175.	28.84	175.03	L
26	KIKK	95.70	29. 34 34	95. 30 36	95.000	1985.	28.84	175.03	L
27	KIKK	95.70	29. 44 56	95. 28 55	19.000	725.	39.11	178.49	L
28	KHMX	96.50	29. 34 34	95. 30 36	97.000	1985.	28.84	175.03	L
29	K247	97.30	29. 19 28	94. 47 8	.180	377.	37.97	248.96	L
30	KBXX	97.90	29. 34 34	95. 30 36	7.000	1073.	28.84	175.03	L
31	KBXX	97.90	29. 34 34	95. 30 36	95.000	1985.	28.84	175.03	L
32	KODA	99.10	29. 34 34	95. 30 36	95.000	1985.	28.84	175.03	L
33	KODA	99.10	29. 45 32	95. 22 3	72.000	843.	40.01	187.11	L
34	K259	99.70	29. 37 23	95. 33 7	.125	531.	31.90	171.54	L

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35	KILT	100.30	29.	34	34	95.	30	36	95.000	1985.	28.84	175.03	L	
36	KLOL	101.10	29.	34	34	95.	30	36	7.000	1119.	28.84	175.03	L	
37	KLOL	101.10	29.	34	34	95.	30	36	95.000	1985.	28.84	175.03	L	
38	KMJQ	102.10	29.	34	27	95.	29	37	100.000	1785.	28.66	176.72	L	
39	KMJQ	102.10	29.	43	26	95.	26	27	3.200	374.	37.62	181.70	L	
40	KMJQ	102.10	29.	45	32	95.	22	3	13.000	837.	40.01	187.11	L	
41	KLTN	102.90	29.	45	26	95.	20	18	100.000	1024.	40.13	189.29	L	
42	KJOJ	103.30	28.	48	57	95.	36	3	100.000	994.	18.38	23.32	L	
43	KRBE	104.10	29.	34	34	95.	30	36	7.400	1093.	28.84	175.03	L	
44	KRBE	104.10	29.	34	34	95.	30	36	95.000	1985.	28.84	175.03	L	
*	45	KOVA	104.90	29.	33	11	95.	26	35	25.000	420.	27.37	182.10	P
46	KOVA	104.90	29.	30	31	95.	27	58	.000	0.	24.68	179.53	A	
47	KOVA	104.90	29.	39	54	95.	45	28	2.550	433.	37.41	155.60	L	
48	K285	104.90	29.	45	30	95.	22	3	.052	1050.	39.97	187.11	C	
49	K285	104.90	29.	54	22	95.	31	25	.060	413.	48.64	176.22	L	
50	KHCB	105.70	29.	34	6	95.	29	57	100.000	1677.	28.33	176.09	L	
51	KQQK	106.50	29.	18	0	95.	6	40	100.000	1342.	22.05	236.51	L	
52	KTBZ	107.50	29.	17	16	95.	13	53	95.000	1982.	16.64	226.60	L	
53	VEFD	109.40	29.	36	15	95.	10	15	.050	49.	34.02	206.61	V	
54	VVUH	113.00	29.	16	9	94.	52	4	.150	26.	32.80	251.67	V	
55	VHUB	117.60	29.	39	1	95.	16	44	.150	85.	34.54	196.11	V	

Interference thresholds are computed using the following:

Type of navaid antenna:	8 Element LPD	17 dB Gain
Type of service volume:	U. S. Standard	

Listing of A2/B2 Evaluations

Freq (MHz)	ID	Call	Offset (MHz)	#Pts
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No A2/B2 points found.

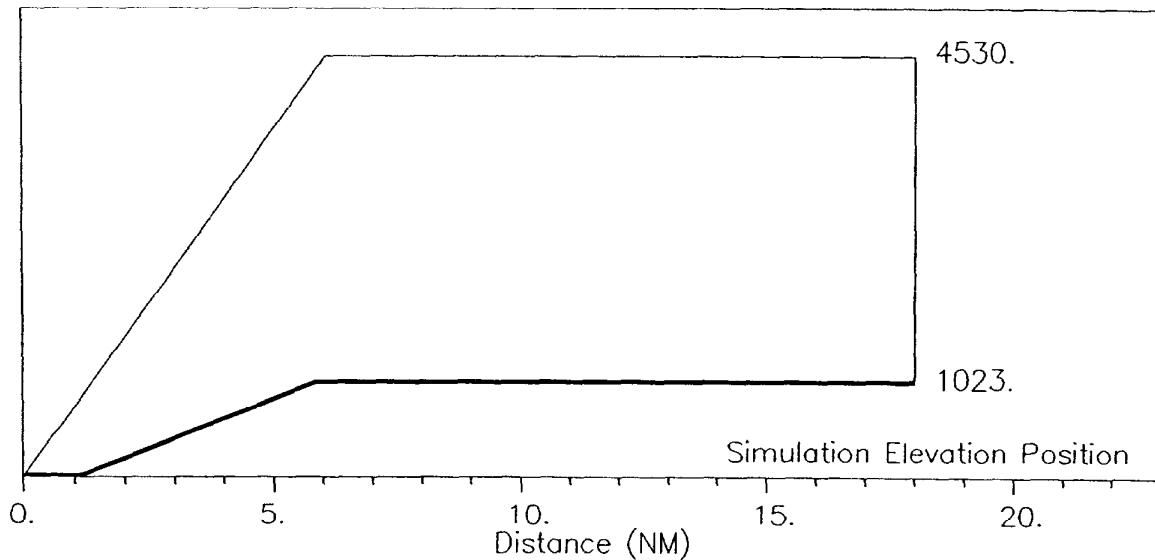
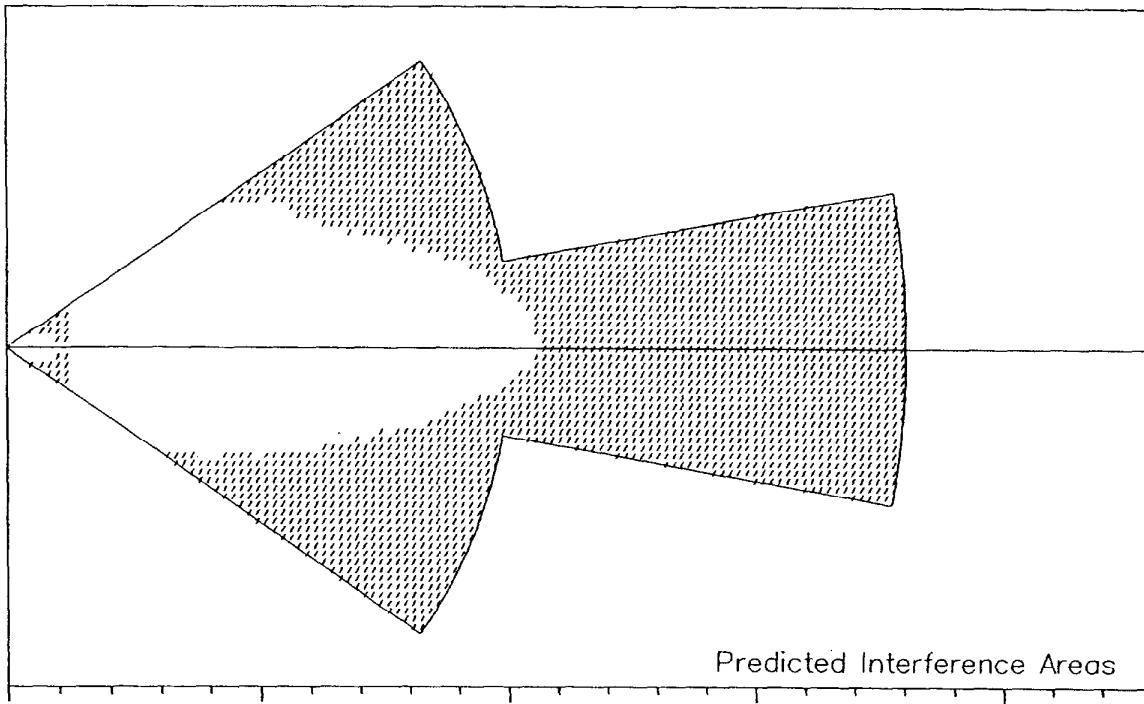
There are no 2-signal intermodulation (B1) combinations for this data file.

Listing of 3-signal intermodulation (B1) combinations

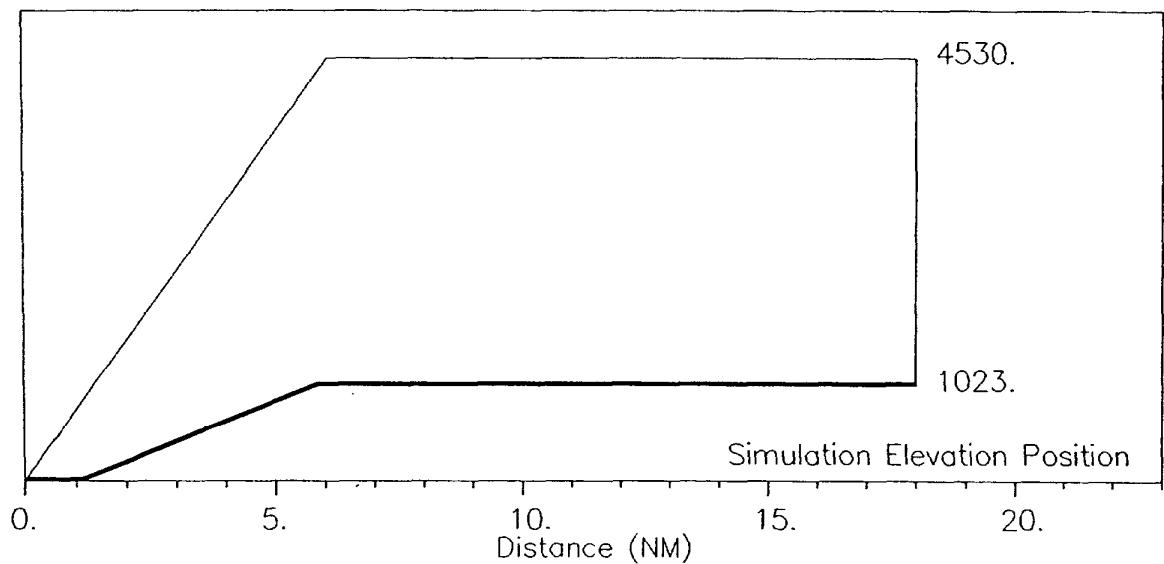
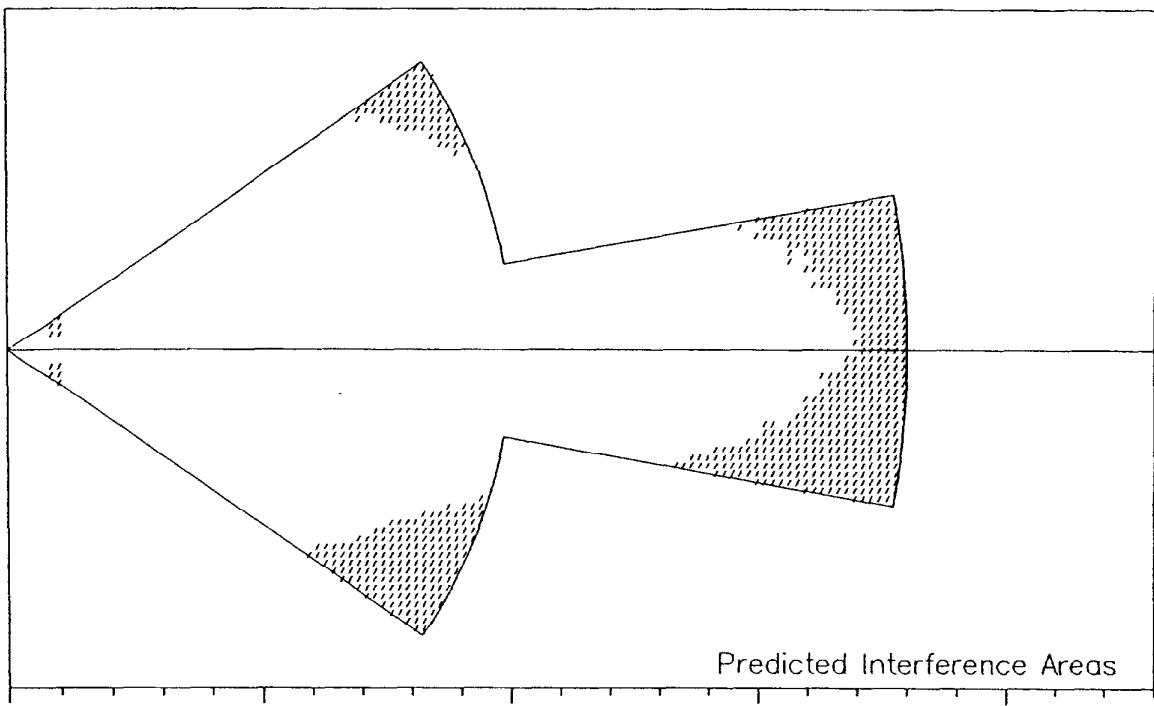
Freq 1 (MHz)	ID	Call	Freq 2 (MHz)	ID	Call	Freq 3 (MHz)	ID	Call	IMod (MHz)	Offset (KHz)	#Pts
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FILE: D:\AAM\DATA\RFI.PRT CASE: RT PRINT DATE: 06-19-1999 10:43:13

107.50(52)	KTBZ	106.50(51)	KQQK	104.90(45)	KOVA	109.10	0	2431
107.50(52)	KTBZ	104.90(45)	KOVA	103.30(42)	KJOJ	109.10	0	738



Airspace case #: 99-JPA-061999 Site: ALLOTMENT
Date: 061999 Plot filename: 1G_1F_19.plt
Intermod (B1) plot: KTBZ (52), KQQK (51), & KOVA (45)
Frequencies: KTBZ = 107.50 MHz KQQK = 106.50 MHz KOVA = 104.90 MHz
Navaid: LBX Frequency: 109.10 MHz Elevation (ft MSL): 23.
Runway heading: 180.0
Grid orientation: Bottom of service volume



Airspace case #: 99-JPA-061999 Site: ALLOTMENT
Date: 061999 Plot filename: 1G_19_16.plt
Intermod (B1) plot: KTBZ (52), KOVA (45), & KJOJ (42)
Frequencies: KTBZ = 107.50 MHz KOVA = 104.90 MHz KJOJ = 103.30 MHz
Navaid: LBX Frequency: 109.10 MHz Elevation (ft MSL): 23.
Runway heading: 180.0
Grid orientation: Bottom of service volume

ATTACHMENT B-3

FILE: D:\AAM\DATA\RFI.PRT CASE: RT PRINT DATE: 06-19-1999 10:50:54

Airspace case #: 99-JPA-061999

Site: ALLOTMENT

Date: 061999

AAM Version 4.21, 051094

Navaid Identifier: HUB

Navaid Frequency (MHz): 109.90

Navaid Latitude: 29. 39 22

Navaid Longitude: 95. 16 0

Runway Heading (True): 44.0

Runway Elevation (Ft. MSL): 39.

Runway Length (Ft): 7602.

Prop Stat	ID	Call	Freq (MHz)	Latitude	Longitude	ERP (Kw)	Height (MSL)	Range (NM)	Radial (True)	Lic Stat
1	NEW-		88.10	28. 58 42	95. 18 42	.050	203.	40.73	3.31	A
2	K201		88.10	29. 19 28	94. 47 8	.010	312.	32.05	308.38	C
3	KFTG		88.10	29. 40 2	95. 9 17	.440	131.	5.87	263.48	L
4	K201		88.10	29. 50 50	95. 53 0	.250	351.	34.11	109.64	C
5	KUHF		88.70	29. 34 25	95. 28 31	100.000	787.	11.95	65.54	L
6	KUHF		88.70	29. 34 27	95. 29 37	100.000	1785.	12.82	67.45	C
7	KUHF		88.70	29. 34 28	95. 29 37	100.000	1749.	12.81	67.51	L
8	K208		89.50	29. 18 18	94. 47 20	.250	223.	32.66	310.17	C
9	KACC		89.70	29. 24 1	95. 12 13	5.600	358.	15.70	347.90	L
10	KPFT		90.10	29. 53 14	95. 31 22	100.000	764.	19.24	136.11	A
11	KPFT		90.10	29. 53 14	95. 31 22	28.000	764.	19.24	136.11	L
12	KJIC		90.50	29. 17 56	95. 14 11	6.000	620.	21.49	355.78	L
13	KTSU		90.90	29. 43 25	95. 21 52	18.500	318.	6.51	128.48	L
14	K216		91.10	29. 2 37	95. 20 11	.130	459.	36.93	5.67	L
15	KYBJ		91.10	29. 2 37	95. 20 11	5.000	459.	36.93	5.67	L
16	K216		91.10	29. 23 45	94. 44 10	.140	449.	31.80	299.41	L
17	NEW-		91.30	29. 32 26	95. 1 17	.183	190.	14.55	298.45	A
18	KTRU		91.70	30. 3 54	95. 16 10	50.000	574.	24.53	179.66	L
19	KRTS		92.10	29. 16 33	95. 22 45	100.000	1001.	23.56	14.44	C
20	KRTS		92.10	29. 16 33	95. 22 45	50.000	1001.	23.56	14.44	L
21	KKBQ		92.90	29. 34 34	95. 30 36	9.000	1148.	13.57	69.28	L
22	KKBQ		92.90	29. 34 34	95. 30 36	97.000	1985.	13.57	69.28	L
23	KKRW		93.70	29. 34 27	95. 29 37	100.000	1785.	12.82	67.45	L
24	KLDE		94.50	29. 34 34	95. 30 36	95.000	1985.	13.57	69.28	L
25	KLDE		94.50	29. 45 32	95. 22 3	78.000	843.	8.10	139.57	L
26	KIKK		95.70	29. 34 34	95. 30 36	7.500	1175.	13.57	69.28	L
27	KIKK		95.70	29. 34 34	95. 30 36	95.000	1985.	13.57	69.28	L
28	KIKK		95.70	29. 44 56	95. 28 55	19.000	725.	12.52	116.39	L
29	KHMX		96.50	29. 34 34	95. 30 36	97.000	1985.	13.57	69.28	L
30	K247		97.30	29. 19 28	94. 47 8	.180	377.	32.05	308.38	L
31	KBXX		97.90	29. 34 34	95. 30 36	7.000	1073.	13.57	69.28	L
32	KBXX		97.90	29. 34 34	95. 30 36	95.000	1985.	13.57	69.28	L
33	KODA		99.10	29. 34 34	95. 30 36	95.000	1985.	13.57	69.28	L
34	KODA		99.10	29. 45 32	95. 22 3	72.000	843.	8.10	139.57	L

FILE: D:\AAM\DATA\RFI.PRT CASE: RT PRINT DATE: 06-19-1999 10:50:54

35	K259	99.70	29.	37	23	95.	33	7	.125	531.	15.01	82.41	L	
36	KILT	100.30	29.	34	34	95.	30	36	95.000	1985.	13.57	69.28	L	
37	KLOL	101.10	29.	34	34	95.	30	36	7.000	1119.	13.57	69.28	L	
38	KLOL	101.10	29.	34	34	95.	30	36	95.000	1985.	13.57	69.28	L	
39	KMJQ	102.10	29.	34	27	95.	29	37	100.000	1785.	12.82	67.45	L	
40	KMJQ	102.10	29.	43	26	95.	26	27	3.200	374.	9.95	114.13	L	
41	KMJQ	102.10	29.	45	32	95.	22	3	13.000	837.	8.10	139.57	L	
42	KLTN	102.90	29.	45	26	95.	20	18	100.000	1024.	7.12	148.38	L	
43	KRBE	104.10	29.	34	34	95.	30	36	7.400	1093.	13.57	69.28	L	
44	KRBE	104.10	29.	34	34	95.	30	36	95.000	1985.	13.57	69.28	L	
*	45	KOVA	104.90	29.	33	11	95.	26	35	25.000	420.	11.09	56.10	P
46	KLTO	104.90	29.	23	45	94.	44	10	1.900	404.	31.80	299.41	L	
47	KOVA	104.90	29.	39	54	95.	45	28	2.550	433.	25.61	91.19	L	
48	K285	104.90	29.	45	30	95.	22	3	.052	1050.	8.08	139.41	C	
49	K285	104.90	29.	54	22	95.	31	25	.060	413.	20.10	138.27	L	
50	KHCB	105.70	29.	34	6	95.	29	57	100.000	1677.	13.22	66.53	L	
51	KQQK	106.50	29.	18	0	95.	6	40	100.000	1342.	22.86	339.18	L	
52	KTBZ	107.50	29.	17	16	95.	13	53	95.000	1982.	22.18	355.23	L	
53	VEFD	109.40	29.	36	15	95.	10	15	.050	49.	5.89	301.94	V	
54	VVUH	113.00	29.	16	9	94.	52	4	.150	26.	31.20	318.09	V	
55	VMHF	113.60	29.	32	47	94.	44	51	.150	29.	27.87	283.66	V	
56	VIAH	116.60	29.	57	25	95.	20	45	.150	361.	18.51	167.14	V	
57	VHUB	117.60	29.	39	1	95.	16	44	.150	85.	.73	61.23	V	

Interference thresholds are computed using the following:

Type of navaid antenna: 8 Element LPD 17 dB Gain
Type of service volume: U. S. Standard

Listing of A2/B2 Evaluations

Freq (MHz)	ID	Call	Offset (MHz)	#Pts
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No A2/B2 points found.

Listing of 2-signal intermodulation (B1) combinations

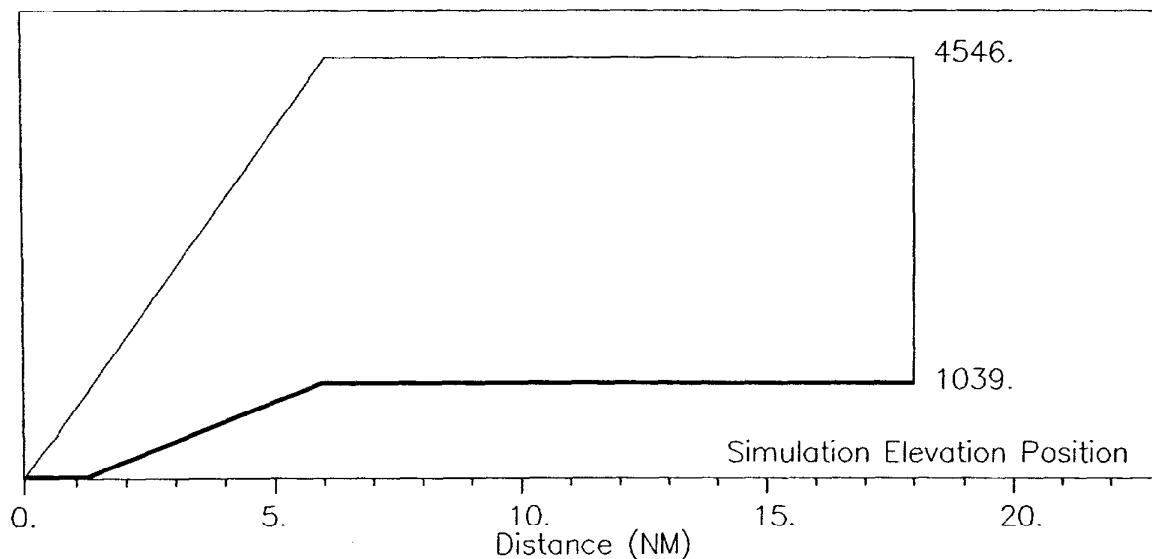
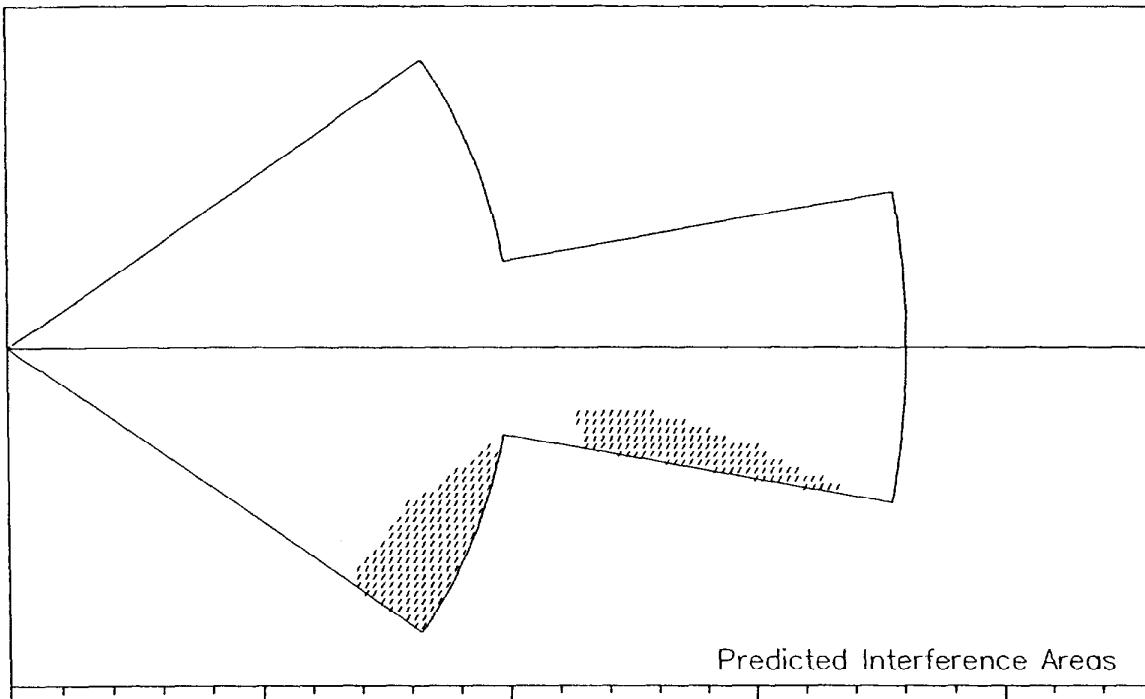
Freq 1 (MHz)	ID	Call	Freq 2 (MHz)	ID	Call	IMod (MHz)	Offset (KHz)	#Pts
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FILE: D:\AAM\DATA\RFI.PRT CASE: RT PRINT DATE: 06-19-1999 10:50:54

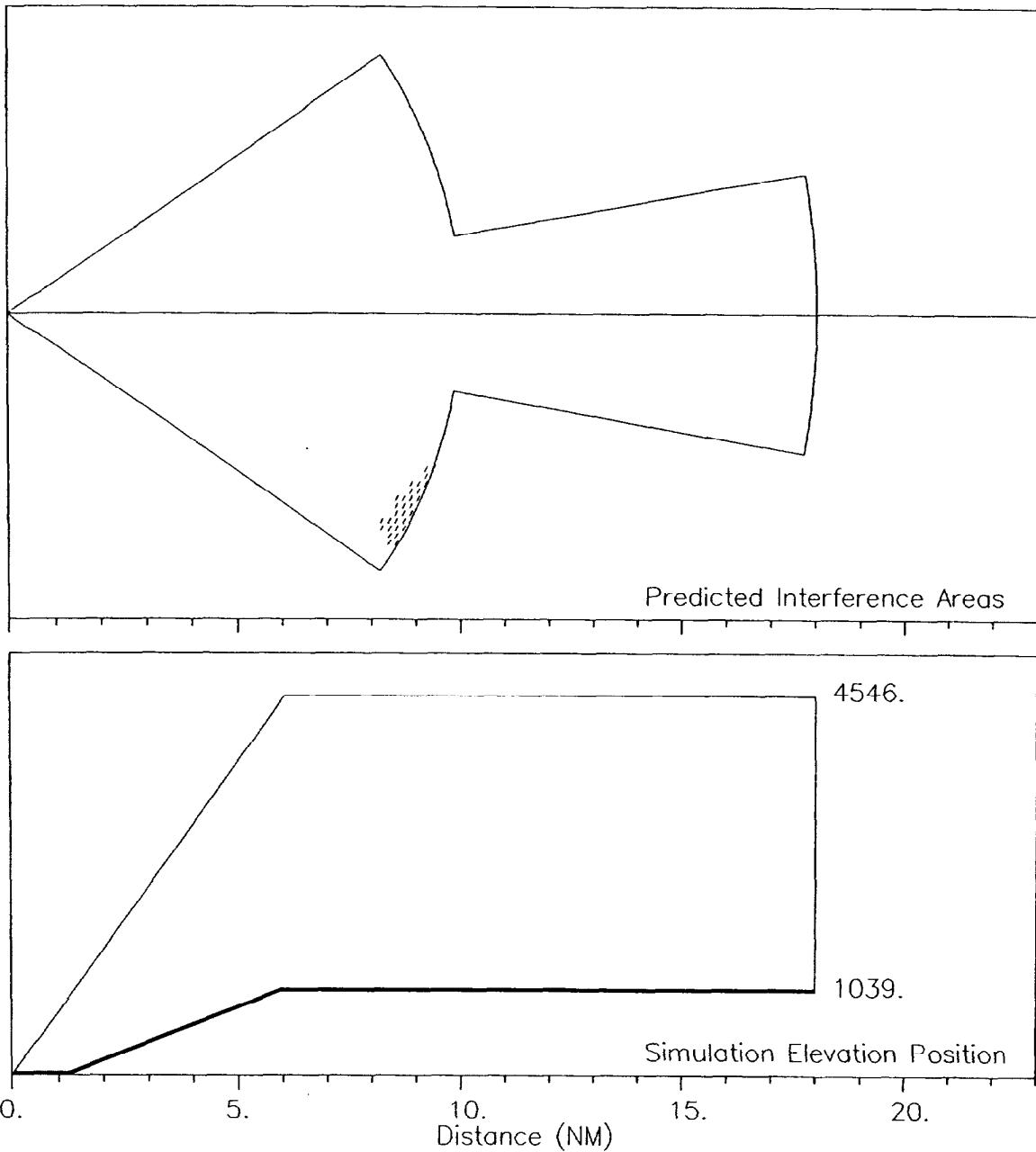
No 2-signal intermodulation interference found.

Listing of 3-signal intermodulation (B1) combinations

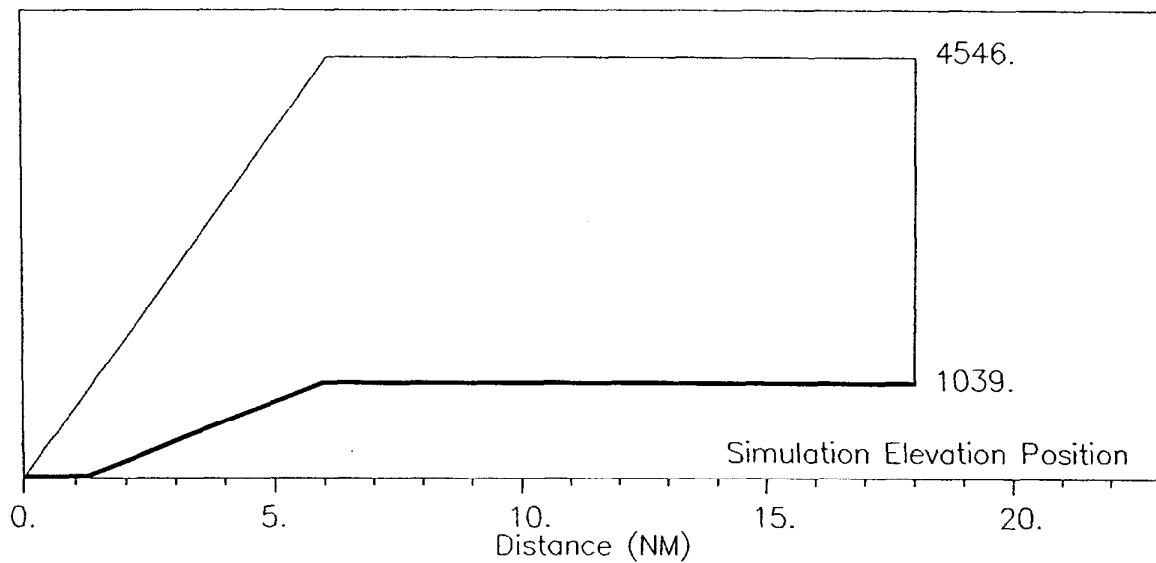
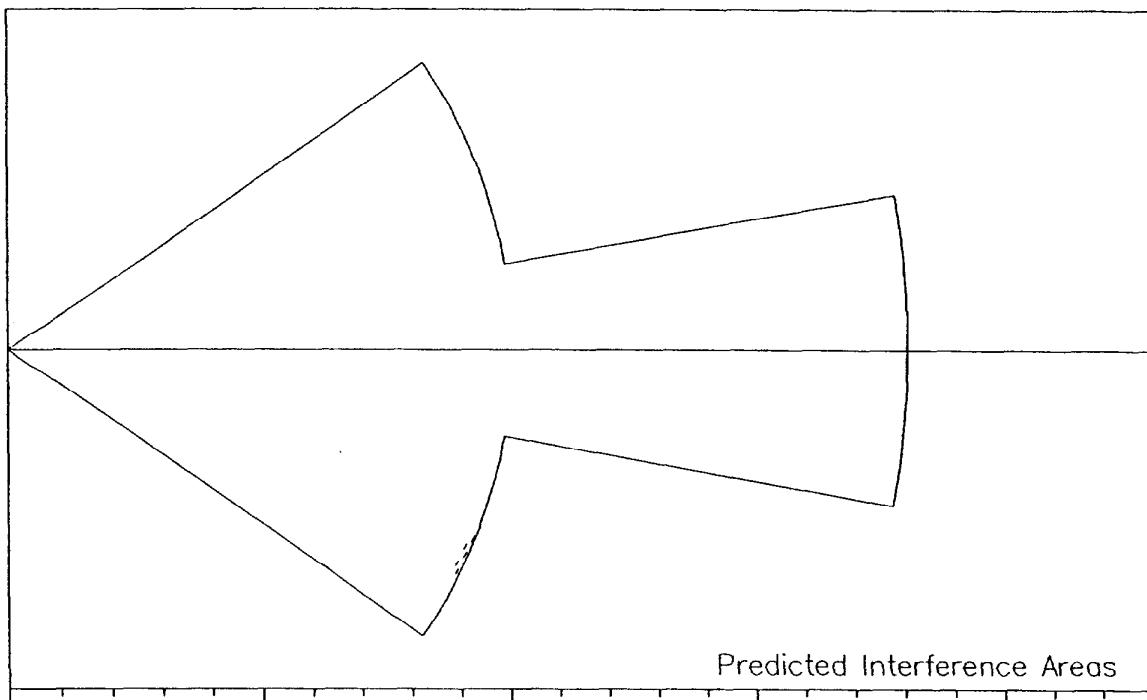
Freq 1 (MHz)	ID	Call	Freq 2 (MHz)	ID	Call	Freq 3 (MHz)	ID	Call	IMod (MHz)	Offset (KHz)	#Pts
104.90(45)	KOVA		104.10(44)	KRBE		99.10(34)	KODA		109.90	0	30
104.90(45)	KOVA		104.10(44)	KRBE		99.10(33)	KODA		109.90	0	329
104.90(45)	KOVA		104.10(43)	KRBE		99.10(33)	KODA		109.90	0	6



Airspace case #: 99-JPA-061999 Site: ALLOTMENT
 Date: 061999 Plot filename: 19_18_OX.plt
 Intermod (B1) plot: KOVA (45), KRBE (44), & KODA (33)
 Frequencies: KOVA = 104.90 MHz KRBE = 104.10 MHz KODA = 99.10 MHz
 Navaid: HUB Frequency: 109.90 MHz Elevation (ft MSL): 39.
 Runway heading: 44.0
 Grid orientation: Bottom of service volume



Airspace case #: 99-JPA-061999 Site: ALLOTMENT
 Date: 061999 Plot filename: 19_18_0Y.plt
 Intermod (B1) plot: KOVA (45), KRBE (44), & KODA (34)
 Frequencies: KOVA = 104.90 MHz KRBE = 104.10 MHz KODA = 99.10 MHz
 Navaid: HUB Frequency: 109.90 MHz Elevation (ft MSL): 39.
 Runway heading: 44.0
 Grid orientation: Bottom of service volume



Airspace case #: 99-JPA-061999 Site: ALLOTMENT
Date: 061999 Plot filename: 19_17_0X.plt
Intermod (B1) plot: KOVA (45), KRBE (43), & KODA (33)
Frequencies: KOVA = 104.90 MHz KRBE = 104.10 MHz KODA = 99.10 MHz
Navaid: HUB Frequency: 109.90 MHz Elevation (ft MSL): 39.
Runway heading: 44.0
Grid orientation: Bottom of service volume

ATTACHMENT B-4

FILE: D:\AAM\DATA\RFI.PRT CASE: RT PRINT DATE: 06-19-1999 10:55:57

Airspace case #: 99-JPA-061999

Site: ALLOTMENT

Date: 061999

AAM Version 4.21, 051094

Navaid Identifier: FNF

Navaid Frequency (MHz): 110.10

Navaid Latitude: 29. 35 40

Navaid Longitude: 95. 10 0

Runway Heading (True): 225.0

Runway Elevation (Ft. MSL): 26.

Runway Length (Ft): 8001.

Prop Stat	ID Call	Freq (MHz)	Latitude	Longitude	ERP (Kw)	Height (MSL)	Range (NM)	Radial (True)	Lic Stat
1	K201	88.10	29. 19 28	94. 47 8	.010	312.	25.67	309.13	C
2	KFTG	88.10	29. 40 2	95. 9 17	.440	131.	4.41	188.12	L
3	KUHF	88.70	29. 34 25	95. 28 31	100.000	787.	16.15	85.56	L
4	KUHF	88.70	29. 34 27	95. 29 37	100.000	1785.	17.10	85.92	C
5	KUHF	88.70	29. 34 28	95. 29 37	100.000	1749.	17.10	85.98	L
6	KSBJ	89.30	30. 12 26	95. 5 28	100.000	938.	36.98	186.10	L
7	K208	89.50	29. 18 18	94. 47 20	.250	223.	26.29	311.34	C
8	KACC	89.70	29. 24 1	95. 12 13	5.600	358.	11.81	9.40	L
9	KPFT	90.10	29. 53 14	95. 31 22	100.000	764.	25.55	133.44	A
10	KPFT	90.10	29. 53 14	95. 31 22	28.000	764.	25.55	133.44	L
11	KJIC	90.50	29. 17 56	95. 14 11	6.000	620.	18.10	11.61	L
12	KTSU	90.90	29. 43 25	95. 21 52	18.500	318.	12.90	126.93	L
13	K216	91.10	29. 23 45	94. 44 10	.140	449.	25.45	297.92	L
14	NEW-	91.30	29. 32 26	95. 1 17	.183	190.	8.24	293.10	A
15	KTRU	91.70	30. 3 54	95. 16 10	50.000	574.	28.74	169.27	L
16	KRTS	92.10	29. 16 33	95. 22 45	100.000	1001.	22.11	30.15	C
17	KRTS	92.10	29. 16 33	95. 22 45	50.000	1001.	22.11	30.15	L
18	KKBQ	92.90	29. 34 34	95. 30 36	9.000	1148.	17.95	86.49	L
19	KKBQ	92.90	29. 34 34	95. 30 36	97.000	1985.	17.95	86.49	L
20	KOVE	93.30	30. 3 5	94. 31 37	97.000	1998.	43.13	230.53	L
21	KKRW	93.70	29. 34 27	95. 29 37	100.000	1785.	17.10	85.92	L
22	KLDE	94.50	29. 34 34	95. 30 36	95.000	1985.	17.95	86.49	L
23	KLDE	94.50	29. 45 32	95. 22 3	78.000	843.	14.39	133.30	L
24	KIKK	95.70	29. 34 34	95. 30 36	7.500	1175.	17.95	86.49	L
25	KIKK	95.70	29. 34 34	95. 30 36	95.000	1985.	17.95	86.49	L
26	KIKK	95.70	29. 44 56	95. 28 55	19.000	725.	18.87	119.41	L
27	KHMX	96.50	29. 34 34	95. 30 36	97.000	1985.	17.95	86.49	L
28	KKTL	97.10	30. 13 53	95. 7 26	.800	1601.	38.28	183.33	L
29	K247	97.30	29. 19 28	94. 47 8	.180	377.	25.67	309.13	L
30	KBXX	97.90	29. 34 34	95. 30 36	7.000	1073.	17.95	86.49	L
31	KBXX	97.90	29. 34 34	95. 30 36	95.000	1985.	17.95	86.49	L
32	KTJM	98.50	30. 3 5	94. 31 37	100.000	1998.	43.13	230.53	L
33	KODA	99.10	29. 34 34	95. 30 36	95.000	1985.	17.95	86.49	L
34	KODA	99.10	29. 45 32	95. 22 3	72.000	843.	14.39	133.30	L

FILE: D:\AAM\DATA\RFI.PRT CASE: RT PRINT DATE: 06-19-1999 10:55:57

35	K259	99.70	29.	37	23	95.	33	7	.125	531.	20.17	94.88	L	
36	KSHN	99.90	30.	3	5	94.	31	37	26.000	725.	43.13	230.53	L	
37	KILT	100.30	29.	34	34	95.	30	36	95.000	1985.	17.95	86.49	L	
38	KRTX	100.70	30.	3	5	94.	31	37	100.000	1998.	43.13	230.53	L	
39	KLOL	101.10	29.	34	34	95.	30	36	7.000	1119.	17.95	86.49	L	
40	KLOL	101.10	29.	34	34	95.	30	36	95.000	1985.	17.95	86.49	L	
41	KSTB	101.50	29.	33	52	94.	23	59	14.000	449.	40.06	272.58	L	
42	KMJQ	102.10	29.	34	27	95.	29	37	100.000	1785.	17.10	85.92	L	
43	KMJQ	102.10	29.	43	26	95.	26	27	3.200	374.	16.27	118.52	L	
44	KMJQ	102.10	29.	45	32	95.	22	3	13.000	837.	14.39	133.30	L	
45	KLTN	102.90	29.	45	26	95.	20	18	100.000	1024.	13.25	137.50	L	
46	KRBE	104.10	29.	34	34	95.	30	36	7.400	1093.	17.95	86.49	L	
47	KRBE	104.10	29.	34	34	95.	30	36	95.000	1985.	17.95	86.49	L	
*	48	KOVA	104.90	29.	33	11	95.	26	35	25.000	420.	14.64	80.23	P
49	KLTO	104.90	29.	23	45	94.	44	10	1.900	404.	25.45	297.92	L	
50	KOVA	104.90	29.	39	54	95.	45	28	2.550	433.	31.12	97.82	L	
51	K285	104.90	29.	45	30	95.	22	3	.052	1050.	14.36	133.20	C	
52	K285	104.90	29.	54	22	95.	31	25	.060	413.	26.37	135.16	L	
53	KHCB	105.70	29.	34	6	95.	29	57	100.000	1677.	17.42	84.84	L	
54	KQQK	106.50	29.	18	0	95.	6	40	100.000	1342.	17.90	350.67	L	
55	KKHT	106.90	30.	13	53	95.	7	26	100.000	1998.	38.28	183.33	L	
56	KTBZ	107.50	29.	17	16	95.	13	53	95.000	1982.	18.71	10.42	L	
57	KXTJ	107.90	30.	3	5	94.	31	37	100.000	1854.	43.13	230.53	L	
58	KXTJ	107.90	30.	7	17	94.	40	17	100.000	2005.	40.79	219.18	A	
59	VEFD	109.40	29.	36	15	95.	10	15	.050	49.	.62	159.57	V	
60	VVUH	113.00	29.	16	9	94.	52	4	.150	26.	25.00	321.33	V	
61	VMHF	113.60	29.	32	47	94.	44	51	.150	29.	22.06	277.51	V	
62	VIAH	116.60	29.	57	25	95.	20	45	.150	361.	23.67	156.78	V	
63	VHUB	117.60	29.	39	1	95.	16	44	.150	85.	6.74	119.78	V	

Interference thresholds are computed using the following:

Type of navaid antenna:	8 Element LPD	17 dB Gain
Type of service volume:	U. S. Standard	

Listing of A2/B2 Evaluations

Freq (MHz)	ID	Call	Offset (MHz)	#Pts
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No A2/B2 points found.

FILE: D:\AAM\DATA\RFI.PRT CASE: RT PRINT DATE: 06-19-1999 10:55:57

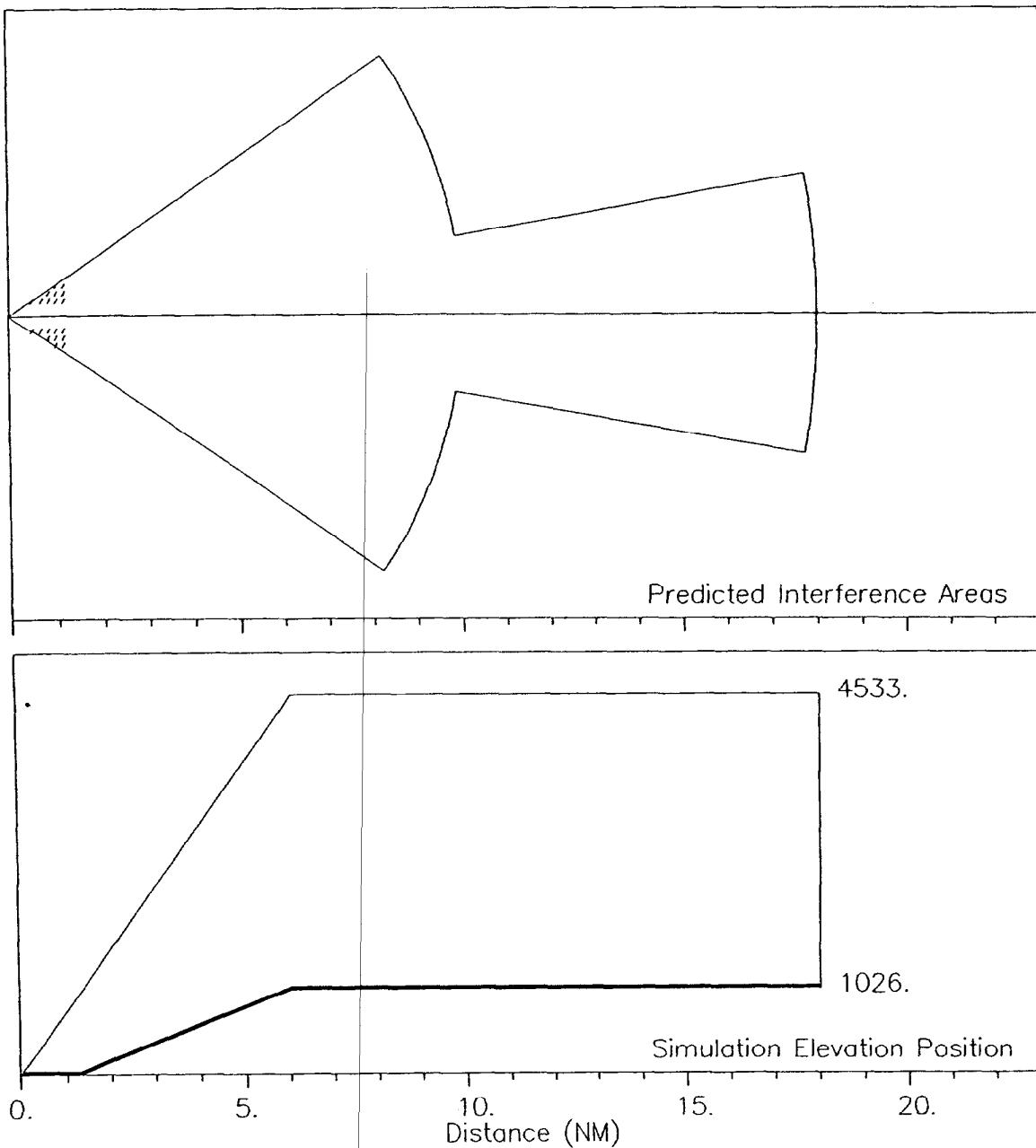
Listing of 2-signal intermodulation (B1) combinations

Freq 1 (MHz)	ID	Call	Freq 2 (MHz)	ID	Call	IMod (MHz)	Offset (KHz)	#Pts
107.50(56)	KTBZ		104.90(48)	KOVA		110.10	0	20

Listing of 3-signal intermodulation (B1) combinations

Freq 1 (MHz)	ID	Call	Freq 2 (MHz)	ID	Call	Freq 3 (MHz)	ID	Call	IMod (MHz)	Offset (KHz)	#Pts

No 3-signal intermodulation interference found.



Airspace case #: 99-JPA-061999 Site: ALLOTMENT
 Date: 061999 Plot filename: 1K_1C____.plt
 Intermodulation (B1) plot: KTBZ (56) & KOVA (48)
 Frequencies: KTBZ = 107.50 MHz KOVA = 104.90 MHz
 Navaid: FNF Frequency: 110.10 MHz Elevation (ft MSL): 26.
 Runway heading: 225.0
 Grid orientation: Bottom of service volume

ATTACHMENT B-5

FILE: D:\AAM\DATA\RFI.PRT CASE: RT PRINT DATE: 06-19-1999 10:41:41

Airspace case #: 99-JPA-061999

Site: ALLOTMENT

Date: 061999

AAM Version 4.21, 051094

Navaid Identifier: PRQ

Navaid Frequency (MHz): 111.30

Navaid Latitude: 29. 38 4

Navaid Longitude: 95. 15 58

Runway Heading (True): 134.0

Runway Elevation (Ft. MSL): 43.

Runway Length (Ft.): 7601.

Prop Stat	ID Call	Freq (MHz)	Latitude	Longitude	ERP (Kw)	Height (MSL)	Range (NM)	Radial (True)	Lic Stat
1	KFTG	88.10	29. 40 2	95. 9 17	.440	131.	6.13	251.29	L
2	K201	88.10	29. 50 50	95. 53 0	.250	351.	34.60	111.65	C
3	KUHF	88.70	29. 34 25	95. 28 31	100.000	787.	11.51	71.50	L
4	KUHF	88.70	29. 34 27	95. 29 37	100.000	1785.	12.41	73.05	C
5	KUHF	88.70	29. 34 28	95. 29 37	100.000	1749.	12.40	73.13	L
6	KSBJ	89.30	30. 12 26	95. 5 28	100.000	938.	35.55	194.83	L
7	KACC	89.70	29. 24 1	95. 12 13	5.600	358.	14.42	346.92	L
8	KPFT	90.10	29. 53 14	95. 31 22	100.000	764.	20.22	138.60	A
9	KPFT	90.10	29. 53 14	95. 31 22	28.000	764.	20.22	138.60	L
10	KJIC	90.50	29. 17 56	95. 14 11	6.000	620.	20.19	355.59	L
11	KTSU	90.90	29. 43 25	95. 21 52	18.500	318.	7.41	136.23	L
12	NEW-	91.30	29. 32 26	95. 1 17	.183	190.	13.96	293.81	A
13	KPVU	91.30	30. 5 21	95. 59 46	9.800	650.	46.77	125.69	L
14	KTRU	91.70	30. 3 54	95. 16 10	50.000	574.	25.83	179.62	L
15	KRTS	92.10	29. 16 33	95. 22 45	100.000	1001.	22.31	15.35	C
16	KRTS	92.10	29. 16 33	95. 22 45	50.000	1001.	22.31	15.35	L
17	KKBQ	92.90	29. 34 34	95. 30 36	9.000	1148.	13.20	74.62	L
18	KKBQ	92.90	29. 34 34	95. 30 36	97.000	1985.	13.20	74.62	L
19	KKRW	93.70	29. 34 27	95. 29 37	100.000	1785.	12.41	73.05	L
20	KLDE	94.50	29. 34 34	95. 30 36	95.000	1985.	13.20	74.62	L
21	KLDE	94.50	29. 45 32	95. 22 3	78.000	843.	9.15	144.71	L
22	KIKK	95.70	29. 34 34	95. 30 36	7.500	1175.	13.20	74.62	L
23	KIKK	95.70	29. 34 34	95. 30 36	95.000	1985.	13.20	74.62	L
24	KIKK	95.70	29. 44 56	95. 28 55	19.000	725.	13.18	121.40	L
25	KHMX	96.50	29. 34 34	95. 30 36	97.000	1985.	13.20	74.62	L
26	KKTL	97.10	30. 13 53	95. 7 26	.800	1601.	36.57	191.67	L
27	KBXX	97.90	29. 34 34	95. 30 36	7.000	1073.	13.20	74.62	L
28	KBXX	97.90	29. 34 34	95. 30 36	95.000	1985.	13.20	74.62	L
29	KODA	99.10	29. 34 34	95. 30 36	95.000	1985.	13.20	74.62	L
30	KODA	99.10	29. 45 32	95. 22 3	72.000	843.	9.15	144.71	L
31	K259	99.70	29. 37 23	95. 33 7	.125	531.	14.92	87.38	L
32	KILT	100.30	29. 34 34	95. 30 36	95.000	1985.	13.20	74.62	L
33	KLOL	101.10	29. 34 34	95. 30 36	7.000	1119.	13.20	74.62	L
34	KLOL	101.10	29. 34 34	95. 30 36	95.000	1985.	13.20	74.62	L

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35	KMJQ	102.10	29.	34	27	95.	29	37	100.000	1785.	12.41	73.05	L	
36	KMJQ	102.10	29.	43	26	95.	26	27	3.200	374.	10.57	120.51	L	
37	KMJQ	102.10	29.	45	32	95.	22	3	13.000	837.	9.15	144.71	L	
38	KLTN	102.90	29.	45	26	95.	20	18	100.000	1024.	8.27	152.93	L	
39	KRBE	104.10	29.	34	34	95.	30	36	7.400	1093.	13.20	74.62	L	
40	KRBE	104.10	29.	34	34	95.	30	36	95.000	1985.	13.20	74.62	L	
*	41	KOVA	104.90	29.	33	11	95.	26	35	25.000	420.	10.44	62.12	P
42	KOVA	104.90	29.	30	31	95.	27	58	.000	0.	12.88	54.12	A	
43	KOVA	104.90	29.	39	54	95.	45	28	2.550	433.	25.70	94.09	L	
44	K285	104.90	29.	45	30	95.	22	3	.052	1050.	9.12	144.59	C	
45	K285	104.90	29.	54	22	95.	31	25	.060	413.	21.11	140.55	L	
46	KHCB	105.70	29.	34	6	95.	29	57	100.000	1677.	12.79	71.93	L	
47	KQQK	106.50	29.	18	0	95.	6	40	100.000	1342.	21.64	338.03	L	
48	KKHT	106.90	30.	13	53	95.	7	26	100.000	1998.	36.57	191.67	L	
49	KTBZ	107.50	29.	17	16	95.	13	53	95.000	1982.	20.88	355.02	L	
50	VEFD	109.40	29.	36	15	95.	10	15	.050	49.	5.29	290.08	V	
51	VMHF	113.60	29.	32	47	94.	44	51	.150	29.	27.57	281.05	V	
52	VIAH	116.60	29.	57	25	95.	20	45	.150	361.	19.79	167.89	V	
53	VHUB	117.60	29.	39	1	95.	16	44	.150	85.	1.16	144.95	V	

Interference thresholds are computed using the following:

Type of navaid antenna:	8 Element LPD	17 dB Gain
Type of service volume:	U. S. Standard	

Listing of A2/B2 Evaluations

Freq (MHz)	ID	Call	Offset (MHz)	#Pts
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No A2/B2 points found.

There are no 2-signal intermodulation (B1) combinations for this data file.

Listing of 3-signal intermodulation (B1) combinations

Freq 1 (MHz)	ID	Call	Freq 2 (MHz)	ID	Call	Freq 3 (MHz)	ID	Call	IMod (MHz)	Offset (KHz)	#Pts
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No 3-signal intermodulation interference found.

Note: Some 3-signal B1 points masked by A2/B2 interference.